

NASPNCLA INSTRUCTION 4441.1

Subj: MANAGEMENT OF 7-COGNIZANT MANDATORY TURN-IN FOR REPAIR (MTR) COMPONENTS

Ref: (a) NAVSUP P-437, Par. 02211 through 02242
(b) NAVSUP P-545

1. Purpose. To provide information regarding management of 7-COG MTR's to cognizant NAS Pensacola departments and tenant activities.

2. Cancellation. NASPNCLAINST 4400.1

3. Background. Meticulous management of 7-COG repairables is necessary since any error in processing could significantly impact the customers' funding allocation. "Carcass Tracking" is an integral part of the "MTR" process. Total carcass tracking monitors the movement of each Not Ready for Issue (NRFI) unit associated with an exchange advice code. Carcass tracking tracks the NRFI unit from end-user via Transaction Item Reporting (TIR) trans-shipment points to final Designated Shipping Point (DSP) destination. Carcass tracking also monitors Ready for Issue (RFI) turn-in of material (document identifier D6A) for reissue. References (a) and (b) provide further guidance on MTR processing.

4. Action

a. Customer - Submit requisition (DD 1348-6 pt), and turn-in unserviceable (MTR) component to NAS Pensacola Supply Department, Aviation Support Division (ASD), Component Control Section (CCS), Building 3581, Sherman Field. Generally, the document number used for turn-in of an NRFI MTR matches the new requisition (DD 1348-6 pt) to accommodate billing and tracking purposes. Serviceable (RFI) and unserviceable (NRFI) components which are excess are to be turned in using DD 1348-1 pt.

b. When material is in stock, ASD will issue the new item and process the NRFI carcass. If the carcass is repaired by Aircraft Intermediate Maintenance Department (AIMD) Contractor, it will be returned to shelf stock. If the carcass cannot be repaired by AIMD Contractor, then ASD will order the item to replace the one issued from the stock. The requisition serial number will be changed to reflect a stock replenishment requisition and the carcass will be tracked using same serial number and customer Job Order Number (JON).

c. If the material is Not Carried (N/C) or Not in Stock (NIS) and can be repaired by AIMD Contractor, the unserviceable MTR is sent to AIMD Contractor for repair. When the component is repaired, it is returned to the customer and the requisition is completed.

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d. If the N/C or NIS material is sent to AIMD Contractor for repair and is returned to ASD coded as Beyond the Capability of Maintenance (BCM), the requisition and carcass will be processed by ASD. Aviation Support Division

will pass requisition into system and ship retrograde to Norfolk via Navy Advanced Traceability and Control (ATAC).

e. If the MTR is a Remain-in-Place (RIP) item ("5S" advice code), customers will submit their requisition to ASD, who will verify the RIP status, input the requisition, and maintain a carcass due tickler copy of the requisition in. Upon receipt of the new unit, the customer will turn-in the old MTR unit to ASD within 24 hours.

f. If unserviceable MTR is submitted as lost or missing (5A advice code), a copy of the approved Form DD 200 survey document must be provided with the requisition. Submit the requisition to ASD, Building 3581, who will then process the request and provide information and verification of Aviation Supply Office (ASO) financial charges.

g. ASD Component Control Aviation Depot Level Repairable (AVDLR) Branch -Process requisition in accordance with existing instructions. Receive and expedite processing of the unserviceable MTR component. Establish carcass tracking record and ship retrograde via ATAC representative, if the unserviceable unit cannot be repaired locally. AVDLR Branch will pull the number 5 and 6 copies of the 1348-6 pt. AVDLR will retain the number 6 copy and forward the number 5 copy to CCS.

h. In summary, if an MTR carcass is available for turn-in at time of requisition, then submit the requisition and carcass to ASD-CCS.

W. T. R. BOGLE

Distribution:

B C
(NASPNCLAINST 5216.1P)

Stocked:

Commanding Officer
NAS Pensacola
190 Radford Blvd
Pensacola, FL 32508-5217